Louis Chiron
1899 – 1979

Äldsta
Formel 1
Föraren

55 år

Also about
Ronnie Peterson
1944 - 1978

Alexandre Louis Chiron, född 3 augusti 1899 i Monte Carlo, död 22 juni 1979 i Monte Carlo, var en monegaskisk racerförare. Han är en av tre formel 1-förare som var född på 1800-talet.

Racingkarriär

Chiron vann sitt första race redan 1926, vilket var starten på en lång och framgångsrik karriär. Han vann Frankrikes Grand Prix fem gånger, 1931, 1934, 1937, 1948 och 1949, samt Tysklands Grand Prix 1929, Italiens Grand Prix 1928, Monacos Grand Prix 1931, Spaniens Grand Prix 1928, 1929 och 1933 och Belgiens Grand Prix 1930.

Han började tävla i formel 1 säsongen 1950. Hans bästa placering blev tredjeplatsen i hemmaloppet i Monaco 1950 i en Maserati, efter att många bilar brutit i en startkrasch.

Han blev han den äldste föraren att starta ett F1-lopp i Monaco 1955 och blev den äldste deltagaren i ett F1-lopp i Monaco 1958, men till det senare lyckades han inte kvala in.

Maserati 250F

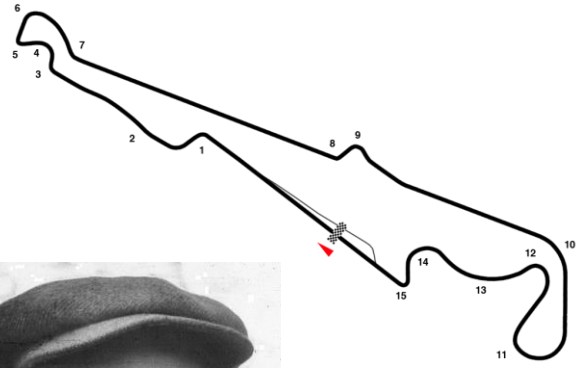
Maserati var den italienska biltillverkaren Maseratis formelbiltillverkare och formel 1-stall under 1950-talet och början av 1960-talet.
Maserati grundades av Alfieri, Bindo och Ettore Maserati 1921.

Frankrikes Grand Prix

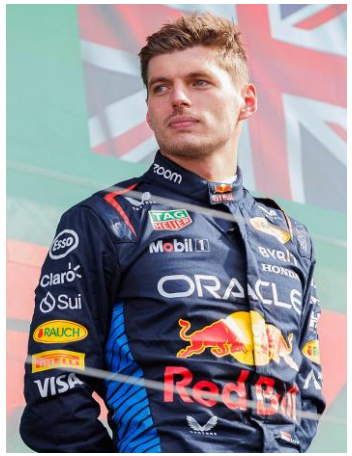
Frankrikes Grand Prix är en racingtävling som körs i Frankrike sedan 1906. Då vanns loppet av ungraren Ferenc Szisz.

Loppet är sedan 1950 en deltävling i formel 1-VM och har därefter arrangerats samtliga säsonger utom 1955 samt säsongerna 2009-2017 och 2020.

Frankrikes GP har under åren körts på flera banor. Formel 1-loppen har i huvudsak körts på Circuit de Reims-Gueux, Circuit de Dijon-Prenois, Circuit Paul Ricard och Circuit de Nevers Magny-Cours.



Ferenc Szisz 1906 Vinnare



Max Emilian Verstappen, född 30 september 1997 i Hasselt i Belgien, är en nederländsk-belgisk racerförare som kör för Red Bull Racing i Formel 1 under nederländsk licens.[1] Han är en fyrfaldig världsmästare i Formel 1 efter att ha vunnit titeln säsongerna 2021, 2022, 2023 och 2024. Han är son till racerföraren **Jos Verstappen. Vinnare 2022 av Franska Grand Prix.**

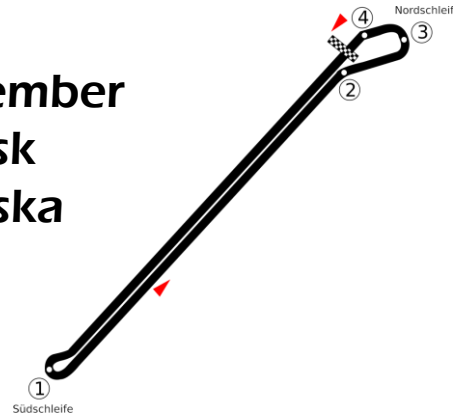
Ronnie Peterson Vinnare 1973 1974

Tysklands Grand Prix

Tysklands Grand Prix är en deltävling i formel 1-VM som kördes i Tyskland i slutet av juli varje år.

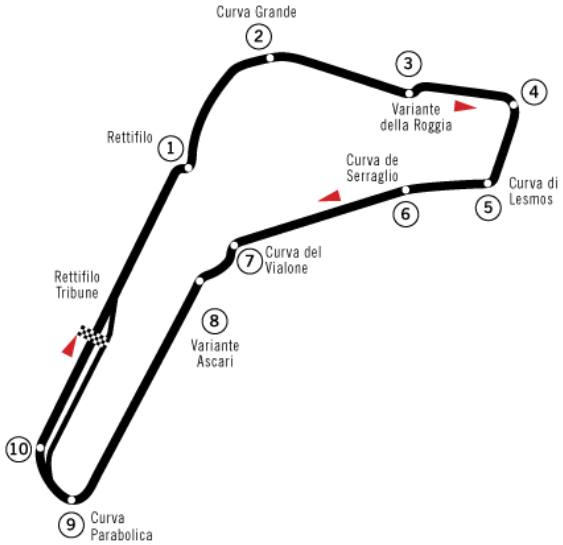
Tysklands Grand Prix kördes första gången 1926 på AVUS sen på Nordschleife men blev för farlig på Nordschleife så nu körs den på GP sträckan på Nürburgring och på Hockenheim. Loppet blev en deltävling i VM 1951. F1-loppen har huvudsakligen körts på Hockenheimring men har även arrangerats på Nürburgring och på AVUS i Berlin. Tysklands Grand Prix 2007 benämndes Europas Grand Prix 2007. Tysklands Grand Prix kördes från 2008 till 2013 omväxlande på Hockenheimring och Nürburgring för att sedan enbart köras på Hockenheimring. Det senaste loppet på Hockenheimring kördes 2019, detta var också det senaste loppet som kallades Tysklands Grand Prix.

Rudolf Caracciola vinnare år 1926
född 30 januari 1901 i Remagen, död 28 september 1959 i Kassel, var en tysk racerförare med italienska rötter.



Automobil-Verkehrs- und Übungs-Straße, AVUS , var fram till 1998 en racerbana belägen i stadsdelen Charlottenburg i västra Berlin. Banan var en kombinerad racerbana och motorväg. Racerbanan bestod av två 9 km långa raksträckor (som också utgjorde en motorväg) och två kurvor.

Italiens Grand Prix



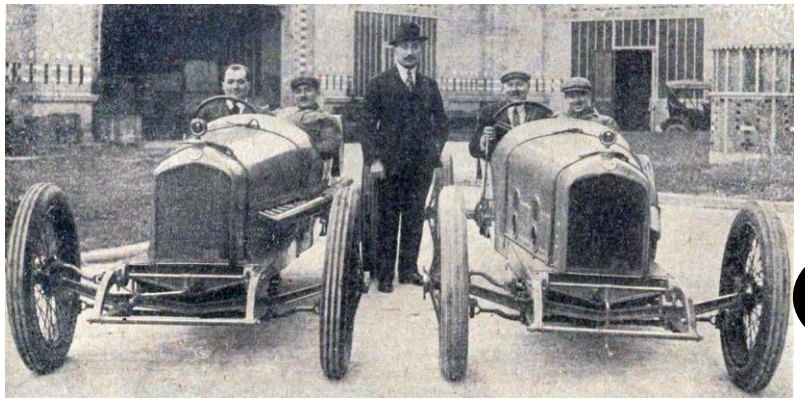
Italiens Grand Prix är en deltävling i Formel 1-VM som körs på Autodromo Nazionale Monza, tio kilometer nordost om Milano i Italien. År 1980 kördes det dock på Autodromo Enzo e Dino Ferrari i Imola.
Italiens Grand Prix är det Grand Prix-loppet som körts flest gånger på samma bana, vilket är högfartsbanan Autodromo Nazionale Monza. Banan var den första relativt korta banan som byggdes på permanent basis för att hålla tävlingar, och redan innan andra världskriget var den tillsammans med Tysklands Grand Prix det Grand Prix-loppet som var mest prestigefyllt. Förkrigstidens största förare tillhörde vinnarna i Italiens Grand Prix, och Alfa Romeo vann tävlingen flera gånger med Tazio Nuvolari och Luigi Fagioli som förare. Efter det dominerades den senare halvan av 1930-talet av tyska bilar, innan både Tyskland och Italien gick ut i andra världskriget.

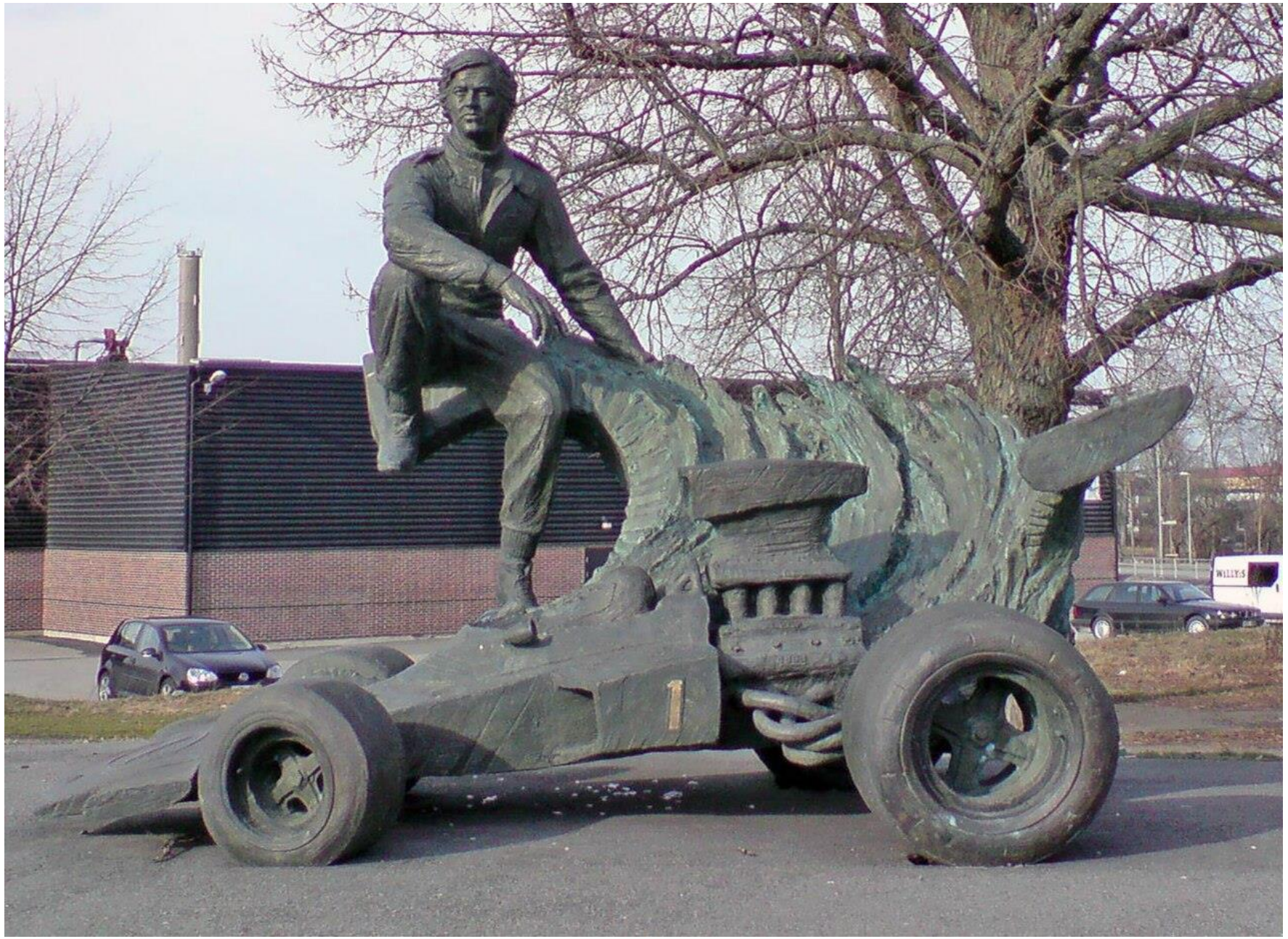
Monza som bana har med sina höga farter varit scen för fyra dödsolyckor inom Formel 1. Den första var 1961, när Wolfgang von Trips kolliderade med Jim Clark, och körde in i en folkmassa som var olämpligt placerade vid sidan av banan, vilket dödade von Trips och ett flertal åskådare. 1970 förlorade Jochen Rindt bromsförmågan på sin Lotus och kraschade handlöst i ett räcke, och avled. Det gjorde att Lotus bannlystes från deltagande i 1971 års tävling, ett race som kom att bli Formel 1:s allra snabbaste ända fram till att rekordet slogs 2003. Peter Gethin vann med en hundradel av en sekund före Ronnie Peterson, och de fem första gick i mål inom en sekund.

De enorma farterna gjorde att tre chikaner installerades året efter, men 1978 skedde en tragedi igen, då ovan nämna Peterson, som var trefaldig vinnare av tävlingen, blev påkörd bakifrån efter att bilar längst bak blivit startflaggade medan de fortfarande rullade fram till starten. Peterson drabbades av komplicerade benbrott, och drabbades av emboli under natten på sjukhuset och avled. I 2000 års tävling träffades funktionären Piero Ghislimberti av ett hjul i huvudet från en masskrasch på första varvet, vilket fick honom att avlida efteråt.

Jules Goux vinnare år 1921 Italiens Grand Prix,
född den 6 april 1885 i Valentigney, Paris, Frankrike, död den 6 mars 1965 på samma plats, var en fransk racerförare.

Établissements Ballot är en fransk motor- och biltillverkare som var verksam i Paris mellan 1905 och 1932. Historia
Édouard Ballot (i mitten) med sina tävlingsbilar vid Indianapolis 500 1919. Ballot 2LTS 1925.
Bröderna Édouard och Maurice Ballot hade grundat sitt företag för att tillverka stationära motorer och båtmotorer. Snart började man även leverera motorer till biltillverkare som Delage.





Statyn av Ronnie Peterson i Almby, rest 2003.

Riccardo Patrese var den som fick skulden för kraschen och blev avstängd i efterföljande lopp på grund av vårdslös körning. Petersons änka Barbro Peterson avled den 19 december 1987[9], 40 år gammal, och efterlämnade dottern Nina, född 1975.

Barbro Peterson

Lördagen den 19 december 1987 hittades hon död i sitt badkar, efter en olycklig kombination av alkohol i samband med lugnande medel - i ett varmt bad. Hon hittades i badrummet och hon låg i badkaret. Det spekulerats om hur och varför det skedde. Men tragiskt, hon dog bara 40 år gammal. Hon är begravd i Örebro, tillsammans med Ronnie. De efterlämnade dottern Nina, född 1975.

Ronnie Peterson at Silverstone in 1975.

Ronnie Peterson (1944 - 1978)

Ronnie Peterson bärs till den sista vilan av F1-kollegorna, fr.v. Åke Strandberg, Emerson Fittipaldi, Jody Scheckter, James Hunt, Niki Lauda och John Watson. Utanför Nikolaikyrkan har 6000 örebroare mött upp för att hylla Ronnie en sista gång.

AVBILDAD - NAMN

Watson, John

Strandberg, Åke

Fittipaldi, Emerson

Scheckter, Jody

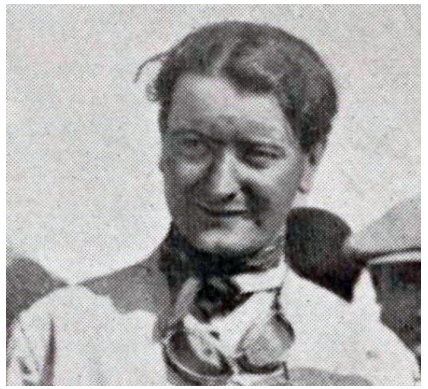
Hunt, James

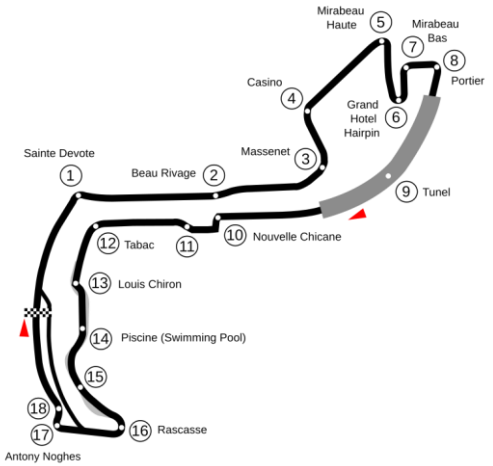
Lauda, Niki

Watson, John

Monacos Grand Prix

Monacos Grand Prix är ett klassiskt stadslopp som körs på Circuit de Monaco i Monte Carlo i Monaco. Loppet har körts årligen med några undantag sedan 1929. Monacos Grand Prix blev en deltävling i formel 1-VM 1950. Det är idag det enda loppet med en tunnel. Loppet anses ofta vara det mest prestigefyllda Formel 1-loppet att vinna. Monacos Grand Prix utgör en del av den så kallade Triple Crown som innebär att ha vunnit de tre mest prestigefyllda motortävlingarna i världen. Indianapolis 500 och Le Mans 24 timmars utgör de övriga två loppen.

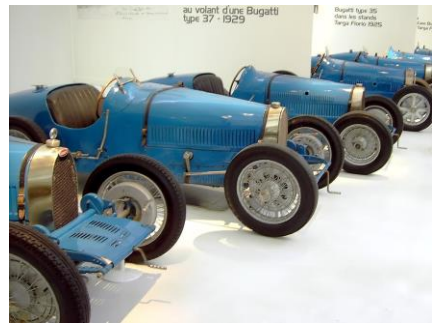




William Charles Frederick Grover-Williams

Vinnare 1929, *född den 16 januari 1903 i Montrouge, avrättad den 18 mars 1945 i koncentrationslägret Sachsenhausen, var en brittisk racerförare och SOE-agent.*

Körde för Bugatti



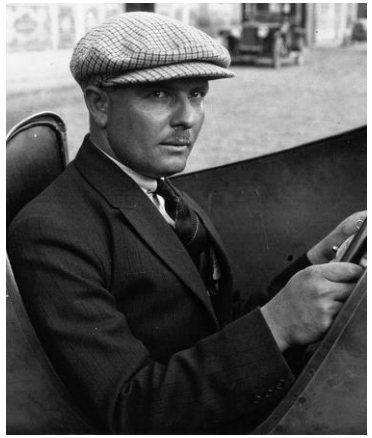
Spaniens Grand Prix

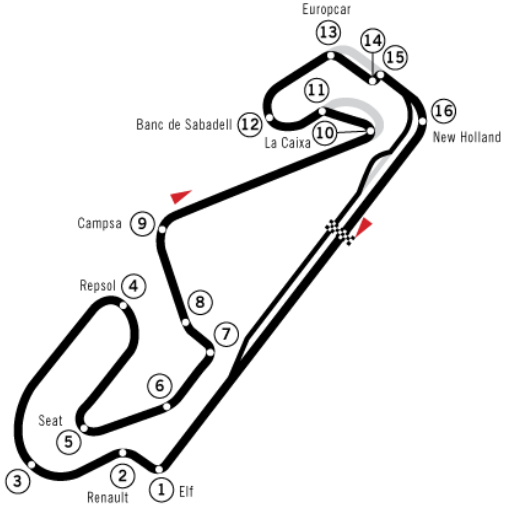
Spaniens Grand Prix är en deltävling i formel 1-VM som sedan 1991 körs på Circuit de Barcelona-Catalunya som ligger i närheten av Montmeló cirka tjugo kilometer från centrala Barcelona i Spanien.

Det första Spaniens Grand Prix kördes redan 1913 men var då ett sportvagnslopp. Loppet blev en deltävling i VM 1951.

Spaniens Grand Prix har tidigare körts på följande banor:

Circuito de Pedralbes (1951, 1954)
Circuito de Montjuïc (1969, 1971, 1973, 1975)
Circuito del Jarama (1967-1968, 1970, 1972, 1974, 1976-1981)
Circuito de Jerez (1986-1990)

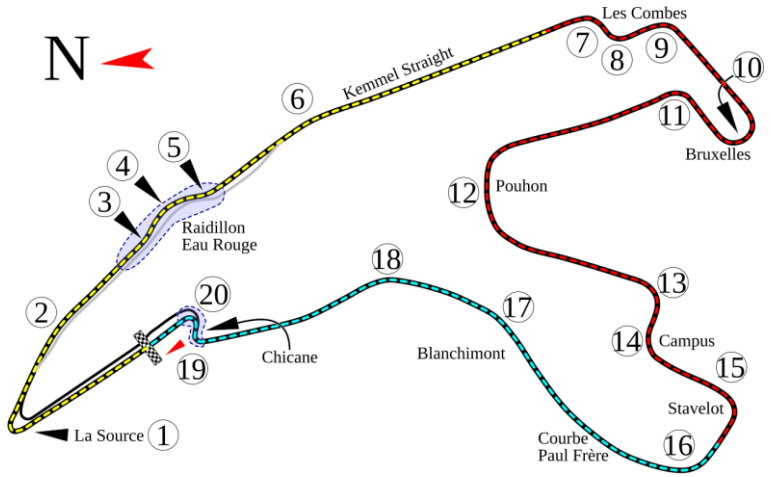




Albert Divo vinnare 1923, född 24 januari 1895 i Paris, död 19 september 1966 i Villars-sur-Ollon, Schweiz var en fransk racerförare. Divo arbetade som mekaniker innan han började med bilsport efter första världskriget. Sina största framgångar hade han under 1920-talet då han vann flera grand prix-lopp. Han vann även Targa Florio två gånger

Sunbeam är ett brittiskt bilmärke som tillverkades 1899–1976. Från 1935 ingick Sunbeam som märke i Rootes och från 1967 i Chrysler Europe.

Belgiens Grand Prix



Belgiens Grand Prix är en deltävling i Formel 1-VM som körs på Circuit de Spa-Francorchamps, 50 kilometer sydost om Liège i östra Belgien. Tävlingen har även körts på två andra banor, Circuit Zolder, 56 kilometer öster om Bryssel och Nivelles-Baulers 38 kilometer söder om Bryssel.

Belgiens Grand Prix kördes första gången 1925. Loppet blev en deltävling i Formel 1-VM 1950 och har sedan dess körts årligen med några undantag.
Säsongerna 1969 och 1971 blev loppet inställt på grund av bristande säkerhet på Circuit de Spa-Francorchamps, säsongen 2003 på grund av Belgiens regler emot tobaksreklam och säsongen 2006 på grund av en omfattande ombyggnad av banan.

Alfa Romeo RL Targa Florio (1922–1927)

Antonio Ascari vinnare år 1922, född 15 september 1888, död 26 juli 1925, var en italiensk racerförare. Han var far till racerföraren Alberto Ascari.

Alfa Romeo är en italiensk biltillverkare med säte i Turin och grundad i Milano 1910.

The 1978 Italian Grand Prix

was the 14th motor race of the 1978 Formula One season. It was held on 10 September 1978 at Monza. It was marred by the death of Ronnie Peterson following an accident at the start of the race. The race was won by Niki Lauda (Brabham-Alfa Romeo), after both Mario Andretti (Lotus-Ford) and Gilles Villeneuve (Ferrari), who had finished first and second, were given a one-minute penalty and dropped to sixth and seventh. Lauda's teammate John Watson (Brabham-Alfa Romeo) and Carlos Reutemann (Ferrari) completed the podium.

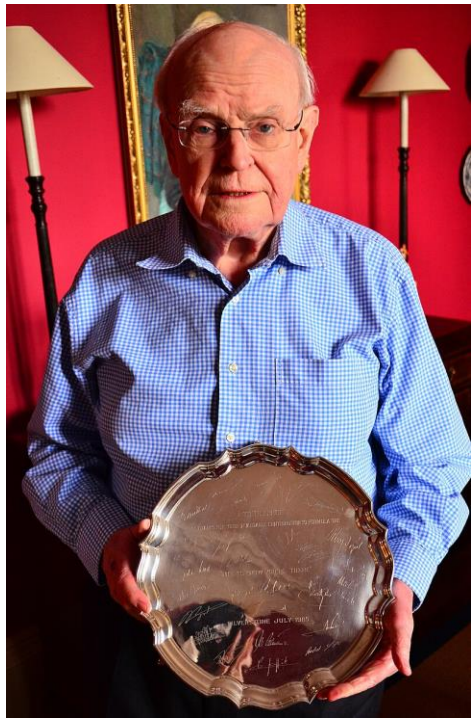
With three races remaining, Andretti led the World Drivers' Championship by 12 points from Peterson, who was his teammate. Lauda, in third place, was 28 points behind Andretti; with only 9 points for a win, he could not overtake him. Lotus also led Brabham by 33 points in the Constructors' standings. Andretti initially appealed to the penalty but, upon hearing the news of Peterson's death and having become World Champion, he dropped it. Lauda himself gave the Grand Prix trophy to Andretti. As of 2024, this marks the last race win for an Alfa Romeo-powered car. Andretti remains the last American and the second ever to win the Formula One World Championship; these remain the final Drivers' (6) and Constructors' titles won by Lotus.

Death of Ronnie Peterson

At the hospital, Peterson's X-rays showed he had a total of twenty seven fractures in both legs according to the newly appointed Formula One doctor Sid Watkins in his 1996 autobiography Life at the Limit. After discussion with him, Peterson was sent to intensive care so that the surgeons could operate to stabilize the bones. Peterson's parents, May Britt and Bengt Peterson, were watching live on TV and knew he was involved in the lap-one incident. They were contacted in their home in Örebro, Sweden by Peterson's manager, Staffan Svenby, who was in Monza. Ronnie's wife Barbro was in Monaco and she was contacted by Team Lotus boss Colin Chapman an hour after the crash.

Once Peterson arrived at Niguarda hospital, Svenby was consulted by the doctors on how Peterson should be operated on and then phoned Watkins, three Swedish doctors and other Italian doctors for advice. There was some level of dispute between the doctors regarding whether all fractures should be immediately fixed or not. Even Peterson, who was conscious at that point, was presented with the options they had to choose from. Option one was to stay at the hospital in Milan or fly to another hospital where they had experience treating complicated fractures from alpine skiing accidents in countries like Austria, Switzerland, Sweden or England; option two was to wait for an operation, risking a worse result and maybe possibly amputation; and option three was to operate on the bones at once and risk bone marrow embolism. After the consultations, Svenby decided that Peterson was to stay in the Niguarda hospital and that he was to be operated on at once with the operation starting after 9:00pm. It lasted two and a half hours and was completed without issue. Over the phone, professor Watkins reassured Barbro that he thought that Peterson would recover, with plans being made for her to get to Milan in the morning. Bernie Ecclestone, who was flying his private jet, got permission to land in the dark at Nice Côte d'Azur Airport. It was past midnight, so Chapman and Andretti decide to go back to Villa d'Este in Como where they were staying during the race weekend. Svenby arranged a hotel room for himself and Sid Watkins near the hospital due to them both checking out from their regular hotels in the morning.

At 4am, Svenby received a phone call from the hospital informing him of the situation and then woke up Watkins in the room next door. On their way to the hospital, Svenby told Watkins that "someone claiming to be a doctor had called Barbro during the night, saying that he thought the Italian doctors were killing her husband". Arriving at the intensive care unit, the neurosurgeon informed them that Peterson had developed breathing problems and was being ventilated by a machine in an attempt to keep his blood oxygen levels normal. An X-ray showed that he had developed multiple emboli in his lungs, which had come from the fat in the bone marrow entering his bloodstream; due to this, his kidneys had started to fail. Peterson was unconscious and a neurological examination showed signs of serious brain damage. Professor Watkins, inspecting Peterson's eyes, identified fat globules obstructing the small arteries in the retinas. On Watkins' suggestion, the neurosurgeon agreed to take a electroencephalogram to get the situation clear on Peterson's brain functions. However, at this point, Peterson had suffered a full kidney failure, and he was declared dead at 9:11am



One doctor Sid Watkins in his 1996 autobiography Life at the Limit. After discussion with him, Peterson was sent to intensive care so that the surgeons could operate to stabilize the bones.

Anthony Colin Bruce Chapman CBE (19 May 1928 – 16 December 1982) was an English design engineer, inventor, and builder in the automotive industry, and founder of the sports car company Lotus Cars.

MONZA

The starting grid of the "1st Cup Fiera di Milano" race held in 1925.

Ronnie Peterson (1944 - 1978)

Text Wikipedia / slideshow Anders Dernback

Ronnie Peterson
1944 - 1978

Ronnie Peterson (1944 - 1978)

Karlskoga Motorstadion , Ronnie kör F3.

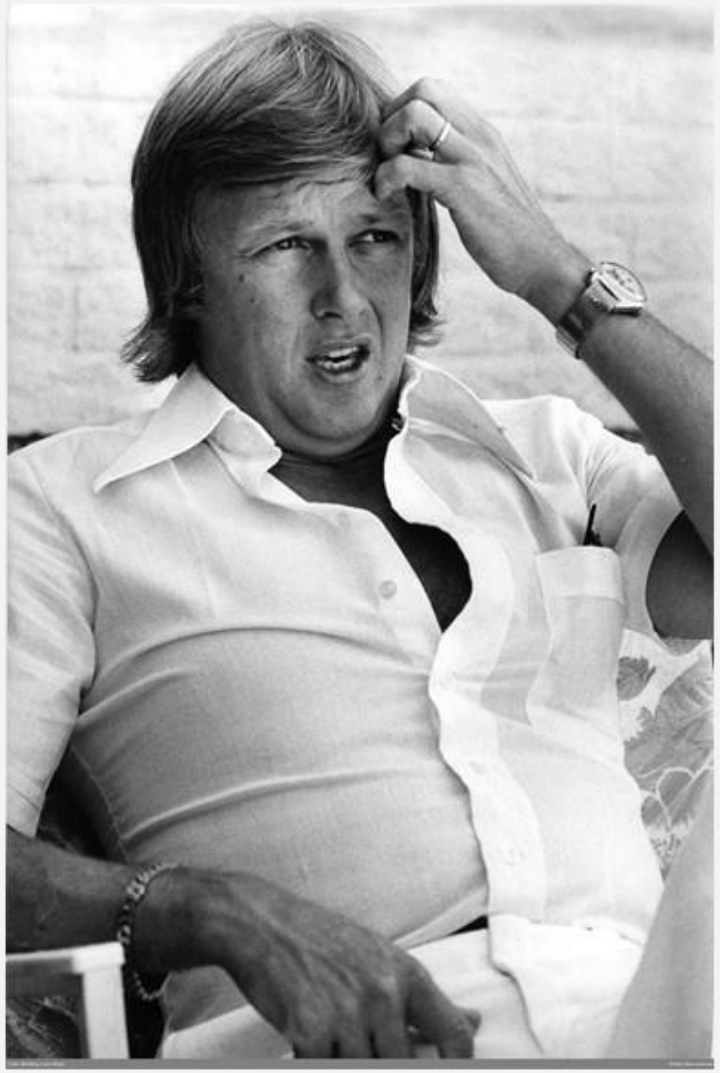
Fotografering – 1971 Örebro Länsmuseum
FOTOGRAF Wretling, Lars Göran (1943 -)

Ronnie Peterson (1944 - 1978)

Anderstorp 1974

Fotografering - 1974
FOTOGRAF Wretling, Lars Göran (1943 -) Örebro Länsmuseum

Ronnie Peterson (1944 - 1978)



Fotografering Örebro Länsmuseum
FOTOGRAF Wretling, Lars Göran (1943 -)

Anderstorp 14 Juni 1976

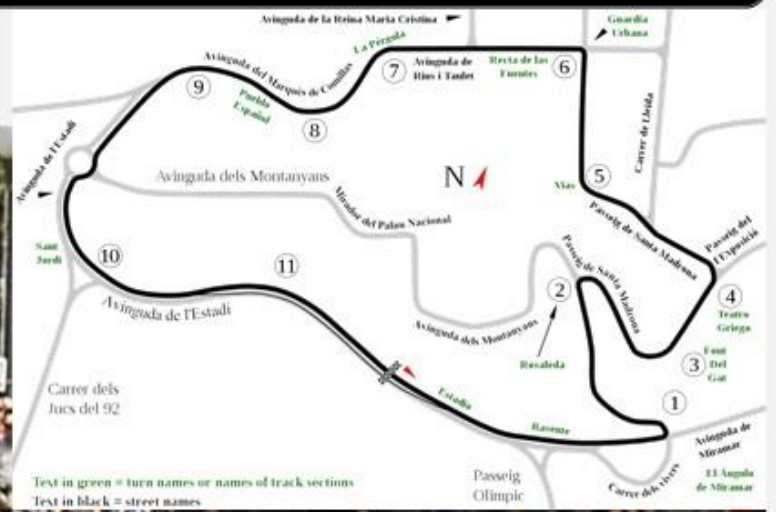
Ronnie Peterson (1944 - 1978)

Anderstorp 18 juni 1973

Fotografering - 1973
FOTOGRAF Wretling, Lars Göran (1943 -) Örebro Länsmuseum

Ronnie Peterson (1944 - 1978)

Grand Prix 1975 Spain



Ronnie Peterson.

Carlos Pace

Ronnie Peterson (1944 - 1978)

Anderstorp 14 Juni 1976

Fotografering - 1976
FOTOGRAF Wretling, Lars Göran (1943 -)
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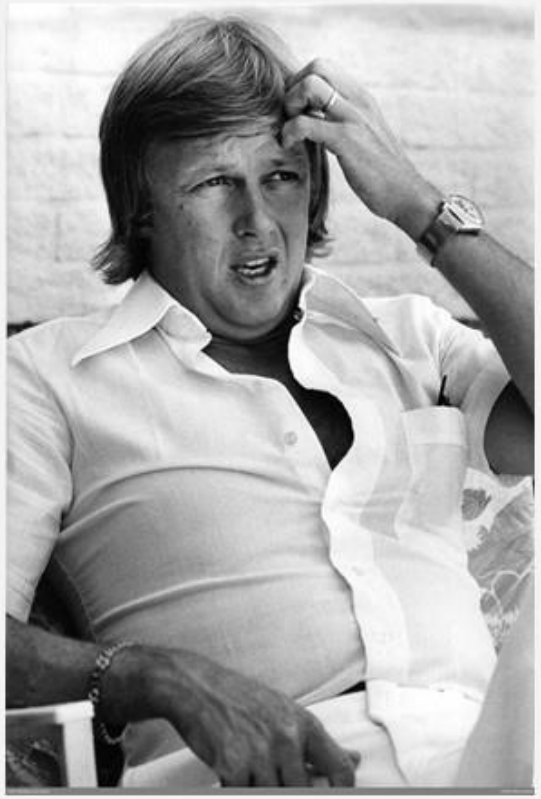

Ronnie Peterson 1944 - 1978

14 February 1944 – 11 September 1978) was a Swedish racing driver. Known by the nickname 'SuperSwede' he was a two-time runner-up in the Formula One World Drivers' Championship.

Peterson began his motor racing career in kart racing, traditionally the discipline where the majority of race drivers begin their careers in open-wheel racing. After winning a number of karting titles, including two Swedish titles in 1963 and 1964, he moved on to Formula Three, where he won the Monaco Grand Prix Formula Three support race for the 1969 Grand Prix. Later that year he won the FIA European Formula 3 Championship and moved up into Formula One, racing for the March factory team. In his three-year spell with the team, he took six podiums, most of which were scored during the 1971 Formula One season in which he also finished as runner-up in the Drivers' Championship.

After seeing out his three-year contract at March, Peterson joined Colin Chapman's Team Lotus in the 1973 season, partnering defending champion Emerson Fittipaldi. During his first two seasons with Lotus, Peterson took seven victories, scoring a career-best 52 points in 1973.

Ronnie Peterson (1944 - 1978)

After a poor 1975 season, Peterson moved back to March and scored his final victory for the team at the 1976 Italian Grand Prix. After spending the 1977 season with Tyrrell, he moved back to Lotus for the 1978 season as number two driver to Mario Andretti. Peterson scored two wins, at the South African and Austrian Grand Prix races, and finished second in the Drivers' Championship standings despite his fatal first-lap accident at Monza during the Italian Grand Prix.

Olyckan skedde i första kurvan då Riccardo Patrese ofrivilligt prejade James Hunt, som slungades mot Ronnies bil

Anläggningen har tre bansträckningar: den 5 793 meter långa Grand Prix-banan, den 2 405 meter långa Juniorbanan och den bankade 4,25 kilometer långa högfartsbanan, dock så används endast Grand Prix banan idag.

Ronnie Peterson 1944 - 1978

Peterson was born in Almby in the vicinity of Örebro, Sweden. He developed his driving style at a young age while competing in karting, and rapidly worked his way up to the pinnacle of European karting before switching to cars.

After his karting years, Peterson entered Formula Three racing in the Svebe, a 1-litre, Brabham-derived Formula car he co-designed with his father Bengt (who was a baker) and Sven Andersson.

Superb results from the outset quickly attracted the attention of the ambitious Tecno company from Italy, who signed him in 1968. With them, he won the 1969 Formula Three Championship.

Even after his elevation to F1 status Peterson still drove in lower echelon racing series (which was common at the time), winning the 1971 European Formula Two Championship driving for March. Peterson made his Grand Prix debut in a March 701 for Colin Crabbe's works-supported Antique Automobiles Racing Team at the 1970 Monaco Grand Prix. The limited budget of Crabbe's privateer team allowed only minimal testing, and Peterson qualified 12th out of 16 cars in the race. He signed for John Player Team Lotus to partner Emerson Fittipaldi.

1973–1976 Ronnie Peterson

Peterson's first Grand Prix win was at the 1973 French Grand Prix, held at Paul Ricard, in a Lotus 72. He took three more wins that year, in Austria, Italy and the United States, but poor reliability restricted him to only third place in the World Championship at season's end.

For 1974, the Lotus 76 was brought forth. The car, however, proved to be a failure, disliked by both Peterson and his teammate Ickx. The team therefore opted to let them drive the much older Lotus 72:s. Peterson did well in the old car and claimed three more victories: the French and Italian Grands Prix, as well as the Monaco Grand Prix. Ronnie Peterson at Silverstone in 1975.

1975 was a bad year for Lotus. Peterson and Ickx were forced to drive with the now archaic 72 model, whose age was now really beginning to show.

He drove the first race of 1976 in the Lotus 77 before rejoining March Engineering. Driving the March 761, he won the Italian Grand Prix. He also continued to drive sports cars, particularly for BMW in 1974 and 1975. For instance, he was paired with Hans-Joachim Stuck in a BMW 3.0 CSL for the South African "Wynn's 1000" in November 1975.

1977: Tyrrell (Ronnie Peterson)

In 1977, he raced for Tyrrell, driving the six-wheel Tyrrell P34B. Peterson retired from the opening four races of 1977, he spun off in Argentina, was involved in a crash with Jochen Mass's McLaren and Clay Regazzoni's Ensign in Brazil, and suffered fuel systems problems in South Africa and United States West. He finished eight in Spain but retired at Monaco with brake failure. Peterson's only podium finish was a third place at a rain-affected race in Belgium.[8] Hopes were high at home in Sweden but Peterson retired with ignition problems and then finished 12th at France. He had an engine failure in Britain, finished ninth at Germany and got fifth in Austria. Peterson retired with ignition problems at Holland, sixth in Italy and 16th in the United States. Peterson retired from the last two races of 1977, a fuel leak in Canada and in Japan, he collided with Gilles Villeneuve's Ferrari but the crash killed a marshal and photographer as they were standing in a prohibited area of the track when the accident occurred.

Monza banan

Olyckan skedde i första kurvan då Riccardo Patrese ofrivilligt prejade James Hunt, som slungades mot Ronnies bil

Anläggningen har tre bansträckningar: den 5 793 meter långa Grand Prix-banan, den 2 405 meter långa Juniorbanan och den bankade 4,25 kilometer långa högfartsbanan, dock så används endast Grand Prix banan idag.

Peterson at the 1974 British Grand Prix

1978: Lotus Ronnie Peterson (1944 – 1978)

Peterson surprised many by leaving Tyrrell to return to John Player Team Lotus for 1978. He won the 1978 South African Grand Prix, with a last-lap victory over Patrick Depailler, as well as the Austrian Grand Prix, in the innovative 'ground effect' Lotus 79. His teammate Mario Andretti won the Drivers' Championship with Peterson acting effectively as the Team "No. 2" with the pair scoring four 1–2 wins, all with Andretti at the lead. Both of Peterson's wins occurred when Andretti encountered trouble, with Andretti winning once when Peterson failed to finish (not including the Italian Grand Prix). Many times, Peterson followed Andretti closely home, leading to speculation that 'Team Orders' were in place. It was Andretti's considerable car development skills that brought the recalcitrant Lotus 78 and 79 to full potential, and Peterson's seeming deference to Andretti was a tacit acknowledgement of this. Despite this, Peterson was offered a seat at McLaren at 1979. Peterson refused to contribute to any controversy, and on numerous occasions dismissed the speculation by stating that Andretti had simply turned the faster time

Ronnie Peterson (1944 - 1978)

Monza

Death of Ronnie Peterson (Monza) 1978

The 1978 Italian Grand Prix at Monza started badly for Peterson. In practice he damaged his Lotus 79 race car beyond immediate repair and bruised his legs in the process. Team Lotus had a spare 79, but it had been built for Andretti, and the taller Peterson did not fit comfortably inside. The team's only other car was a type 78, the previous year's car, which had been dragged around the F1 circuit that season with minimal maintenance.

Peterson's Lotus went into the barriers hard and caught fire before bouncing back into the middle of the track. He was trapped in the burning wreck, but Hunt, Regazzoni and Depailler managed to free him before he received more than minor burns, while track marshals were extinguishing the car. He was dragged free and laid in the middle of the track fully conscious, but with severe leg injuries. Hunt later said he stopped Peterson from looking at his legs to spare him further distress.

At the hospital, Peterson's X-rays showed he had about 27 fractures in his legs and feet. After discussion with him, Peterson was sent to intensive care so that the surgeons could operate to stabilize the bones.[19] There was some level of dispute between the doctors regarding whether all fractures should be immediately fixed or not.[20] During the night, Peterson's condition worsened, and he was diagnosed with fat embolism. By morning he was in full kidney failure due to the embolism, and was declared dead at 9:55 am on 11 September 1978.

Ronnie Peterson (1944 - 1978)

Monza banan

Olyckan skedde i första kurvan då Riccardo Patrese ofrivilligt prejade James Hunt, som slungades mot Ronnies bil

Ronnie Peterson's fatal accident at the start of the race

MONZA